

PHOTOGRAPHIC INTERPRETATION REPORT



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SOUTHEAST ASIA  
ACTIVITY REPORT

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SELECTED TRANSPORTATION  
AND INFILTRATION  
COMPENDIUM  
13-19 OCTOBER 1966

Declass Review By NIMA/DOD

NPIC/R-359/66

OCTOBER 1966

SUMMARY NO 24

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W A R N I N G

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## PREFACE

This report is a summary of selected information on transportation and infiltration activity in Southeast Asia, primarily the Laotian Panhandle, as reported by NPIC during the period indicated on the cover. For a comprehensive study of road development in this area prior to 1 April 1966 see NPIC R-110/66, Communist Road Net Development in the Laotian Panhandle (CONFIDENTIAL/

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Items are numbered and arranged according to location from north to south. Annotated maps of varying scales have been included to assist the reader in locating the items. Each large-scale map depicts all motorable roads photographically confirmed by NPIC, unless otherwise indicated.

Missions, mission dates, frames, and NPIC cable and briefing board references are listed after each item, as appropriate.

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3. Road Conditions, Routes 96 and 110, Laos

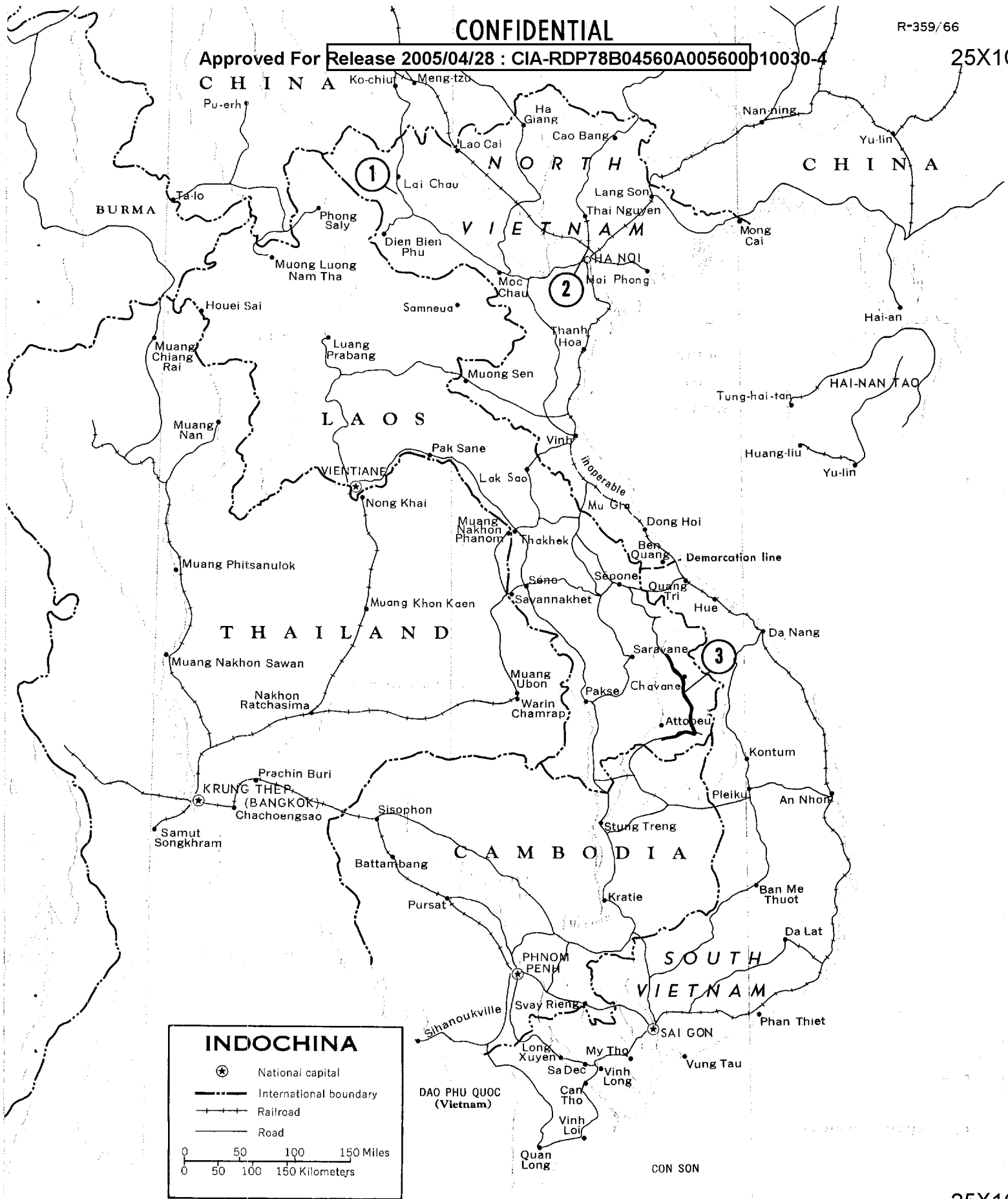
SPECIAL PHOTOGRAPHIC SUPPLEMENT: Cable Bridges in North Vietnam, South Vietnam, and Laos

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1. Probable Military/Storage Areas, Routes 4 and 191, North Vietnam

Ten military and/or storage facilities, including seven defended by HMCAA sites, have been observed on Routes 4 and 191 in the Lai Chau area of North Vietnam. Located from 21-49N 103-07E to 21-58N 103-09E, the facilities contain a total of at least 259 dispersed buildings and are served by access roads or trails. Four of the ten facilities were previously reported in Summary 19, Item 1 (NPIC/R-310/66). Cloud-free photography now reveals additional buildings at three previously reported areas.

Route 191 is apparently being constructed predominantly by hand labor, which may account for the large number of facilities concentrated in the area. However, since Route 6 has been subjected to frequent air strikes, it is possible that these facilities are at least partially involved in the north/south logistics network. Route 191 was probably unserviceable to cargo trucks prior to this construction, and Route 4, west of the Route 191 junction, remains only a jeepable trail (Figure 1). The southernmost segment of road construction extends from UTM UK063171 to UK060160 (Figure 4); sporadic clearing extends farther to UTM UK039098.

A brief description of each facility is as follows:

A probable barracks area is observed northwest of the junction of Routes 191 and 4 at 21-58N 103-08E (UTM UK081301). Located on and at the west base of a karst ridge at the bank of the Nam He (river), the area contains approximately 18 buildings with vehicle tracks extending from Route 191 to a foot bridge and access trail. Defenses include three HMCAA sites containing a total of 14 positions (seven possibly occupied), trenching, and at least three support buildings (Figure 1).

A probable storage area is located on the west side of Route 4 at 21-58N 103-08E (UTM UK084314) and contains 16 dispersed buildings served by foot trails.

A probable barracks area is located in a ravine east of Route 191 at 21-56N 103-08E (UTM UK088278) and contains 10 buildings served by foot trails extending from Route 191.

A probable military camp with storage facilities is observed along both sides of Route 191 from 21-53N 103-08E (UTM UK073218) to 21-55N 103-08E (UTM UK081254). The area contains approximately 40 dispersed buildings, at least three trucks, and numerous cleared areas. Defenses include a two-position HMCAA site at UTM UK078251, a three-position HMCAA site at UTM UK074219, a

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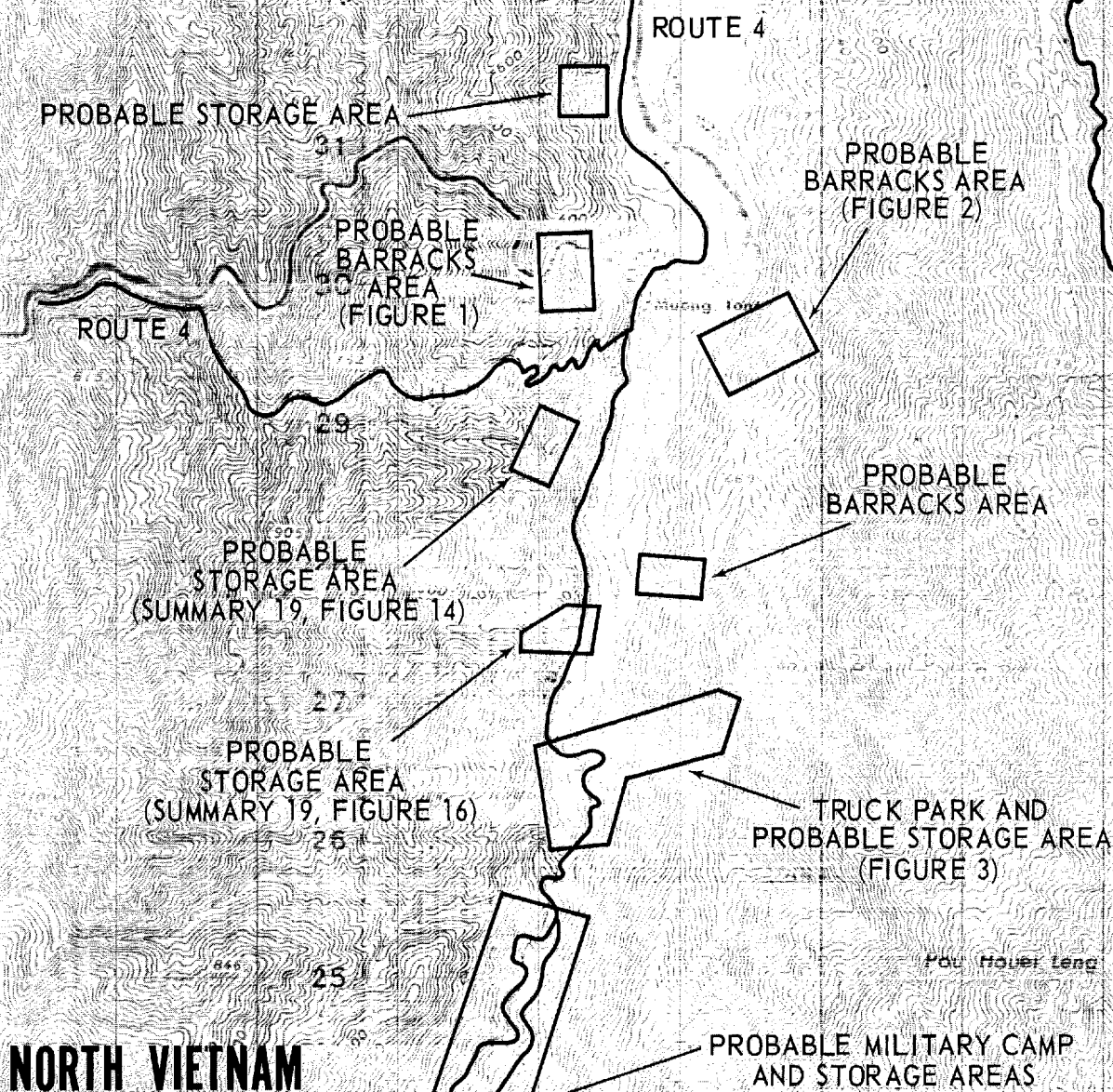
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**NORTH VIETNAM**

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four-position HMGAA site at UTM UK072229, and a four-position HMGAA site at UTM UK072223.

A probable storage and support area is observed on both sides of Route 191 at 21-52N 103-08E from UTM UK074190 to UK077211. Forty-eight buildings are dispersed along the road and in ravines, and two trucks are observed in the area. Defenses include a three-position HMGAA site with three support buildings at UTM UK070197 and a six-position HMGAA site with three support buildings at UTM UK069195.

A probable support facility is located on the west side of Route 191 at 21-51N 103-07E from UTM UK070183 to UK066173. Ten buildings are dispersed along the road and two possible trucks are observed in the area.

Twelve HMGAA sites with eight support buildings are observed along Route 191 from 21-50N 103-07E (UTM UK065171) to 21-49N 103-07E (UTM UK054137).

Cloud-free photography now reveals that the area east of Route 191 at 21-58N 103-09E (UTM UK096298), previously reported as a probable storage area and truck park, is not connected to Route 191 by a service road and is probably a barracks area. The area was reported to contain approximately 20 buildings; no additional buildings have been identified (Figure 2 and Summary 19, page 23). Defenses include a three-position HMGAA site.

The previously reported probable storage area adjacent to Route 191 at 21-56N 103-08E (UTM UK082274) is now observed on cloud-free photography to contain 18 buildings, at least two vehicle parking slots, extensive clearing, and a three-position HMGAA site (Summary 19, page 24). One truck is observed in the area.

The previously reported truck park adjacent to Route 191 at 21-56N 103-08E (UTM UK085267) is now observed on cloud-free photography to extend into a ravine on both sides of Route 191 and to contain 41 buildings (approximately 35 shown on Figure 3), three foot bridges, numerous vehicle fords over the stream to the west, and extensive truck park facilities. Three trucks are observed in the area. Defenses include five HMGAA sites with a total of 24 positions and three support buildings (Summary 19, page 25).

Cloud-free photography reveals no change at the previously reported probable storage area at the junction of Routes 4 and 191 at 21-58N 103-09E (UTM UK084295). Eighteen buildings are dispersed along a service road and heavy track activity is observed in the area (Summary 19, page 22).

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PROBABLE STORAGE  
AND SUPPORT AREA

PROBABLE SUPPORT  
FACILITY

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FIGURE 4

ROUTE 191

ROAD CONSTRUCTION

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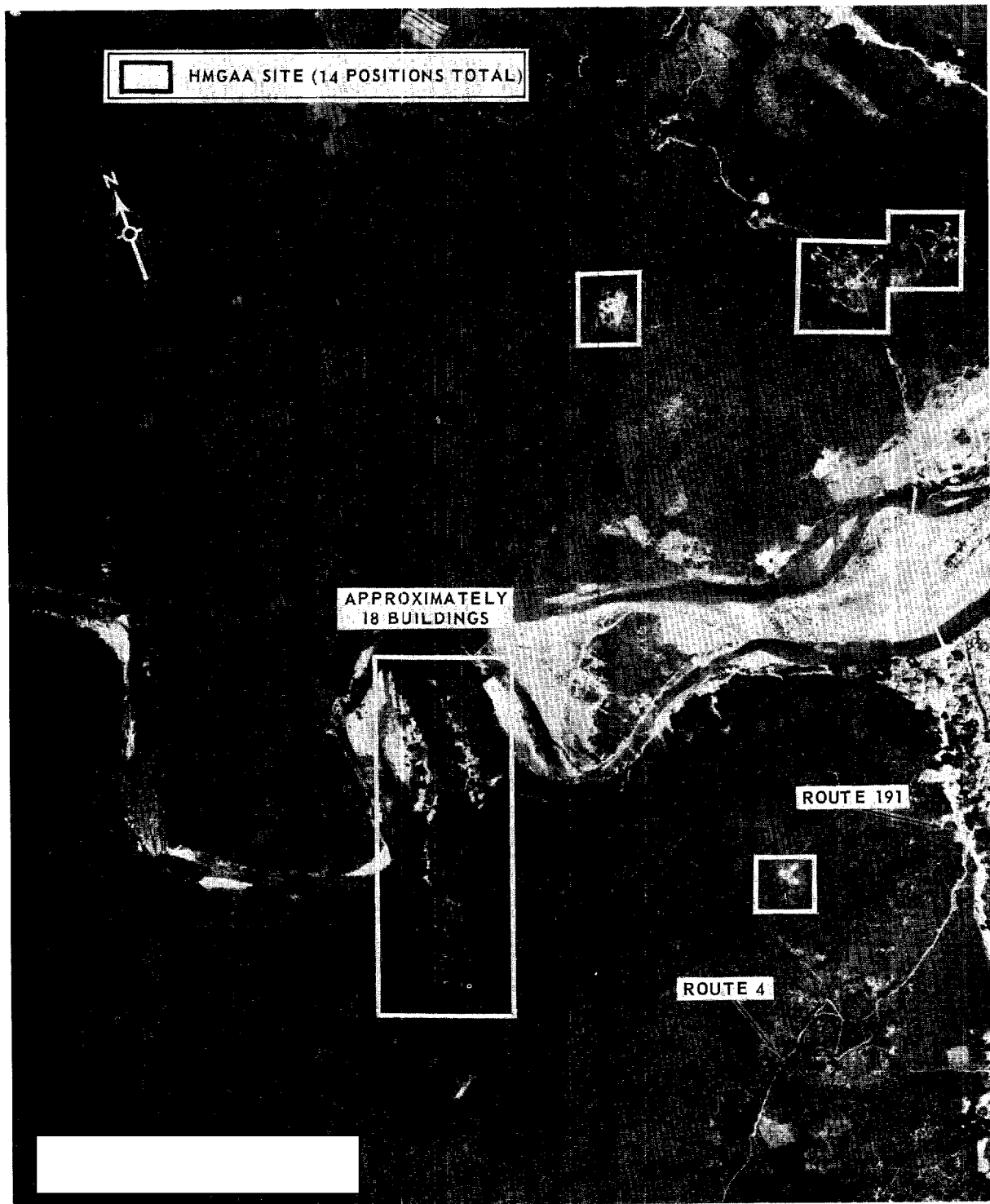


FIGURE 1. PROBABLE BARRACKS AREA, JUNCTION OF ROUTES 191 AND 4, NORTH VIETNAM

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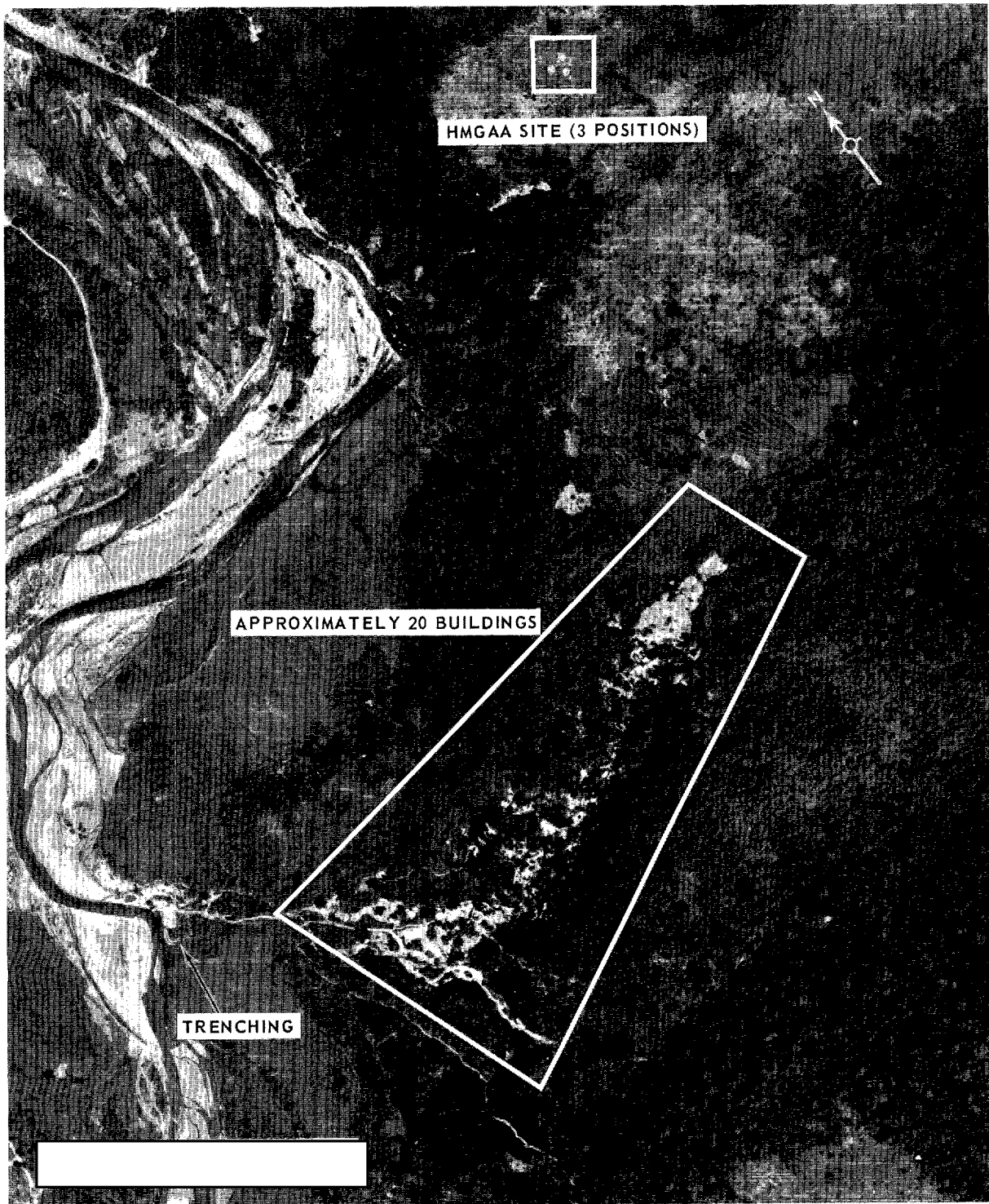


FIGURE 2. PROBABLE BARRACKS AREA, ROUTE 191, NORTH VIETNAM

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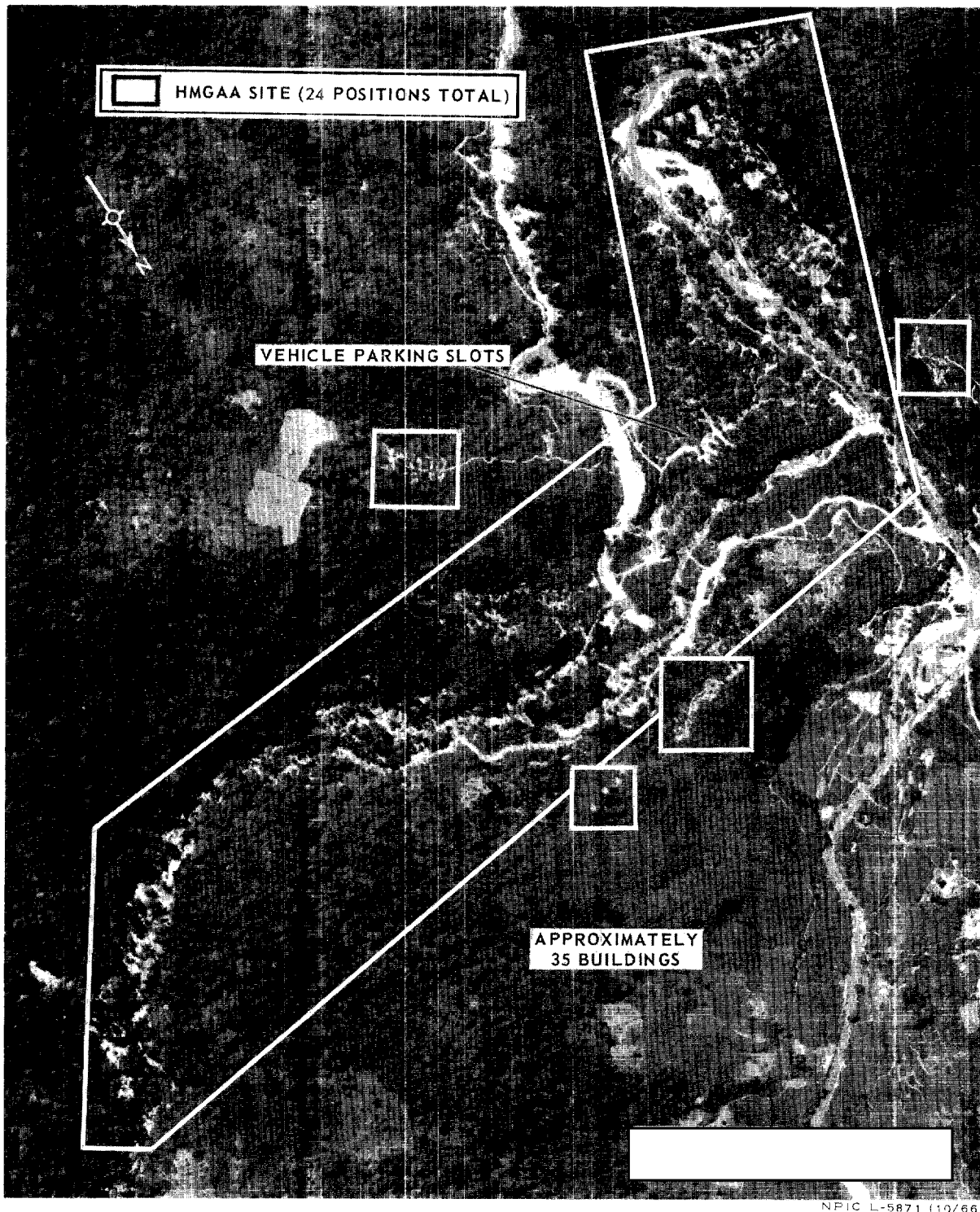


FIGURE 3. TRUCK PARK AND PROBABLE STORAGE AREA, ROUTE 191, NORTH VIETNAM

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FIGURE 4. ROAD CONSTRUCTION, ROUTE 191, NORTH VIETNAM

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RAIL LINE

HA NOI/LAO CAI  
RAIL LINE

NGUYEN KHE

**NORTH VIETNAM**

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### 3. Road Conditions, Routes 96 and 110, Laos

Approximately 90 percent of Route 96 between the Ban Bac area at 15-50N 106-49E and the Dak Xou (river) at 14-45N 107-17E was observed on photography of [REDACTED]. The road remains essentially unserviceable and in a state of disuse as a result of intermittent landslides (Figure 6) and numerous overgrown segments (Figures 7 and 8). The fords across the Dak Xou at UTM YB453319 and YB457322 are inactive and the roads are overgrown in the vicinity of the river.

Evidence of recent vehicular traffic on Route 96 is observed south of the Dak Xou to the Route 96/110 junction at UTM YB485276 (Figure 10) and then west on Route 110 to the vicinity of UTM YB311254. Interdictions have been by-passed on this latter segment at UTM YB497289 and the roadbed has been reconstructed through cratered areas from UTM YB377276 to UTM YB379276 (Figure 11). Route 110 is in generally poor condition with possibly limited serviceability west from UTM YB311254 to the vicinity of the Nam Konk (river). The ford across the Nam Konk is inactive and the road has been interdicted 300 meters south of the ford at UTM XB846183. Route 110 is greatly deteriorated and partially overgrown west of this point to the end of photographic coverage at UTM XB756142.

[REDACTED]  
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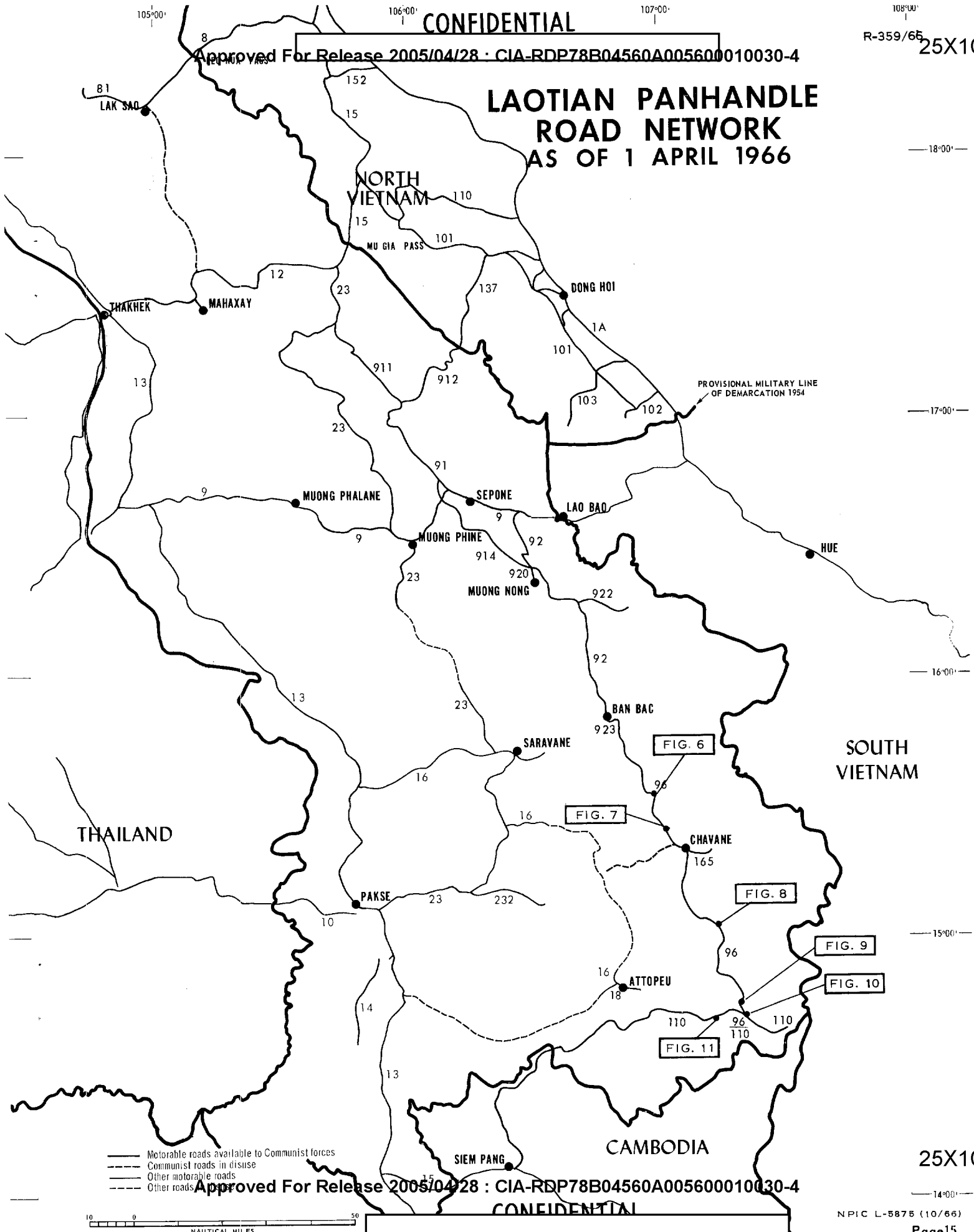
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# LAOTIAN PANHANDLE ROAD NETWORK AS OF 1 APRIL 1966



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FIGURE 6. ROAD CONDITIONS (15-34N 106-55E), ROUTE 96, LAOS

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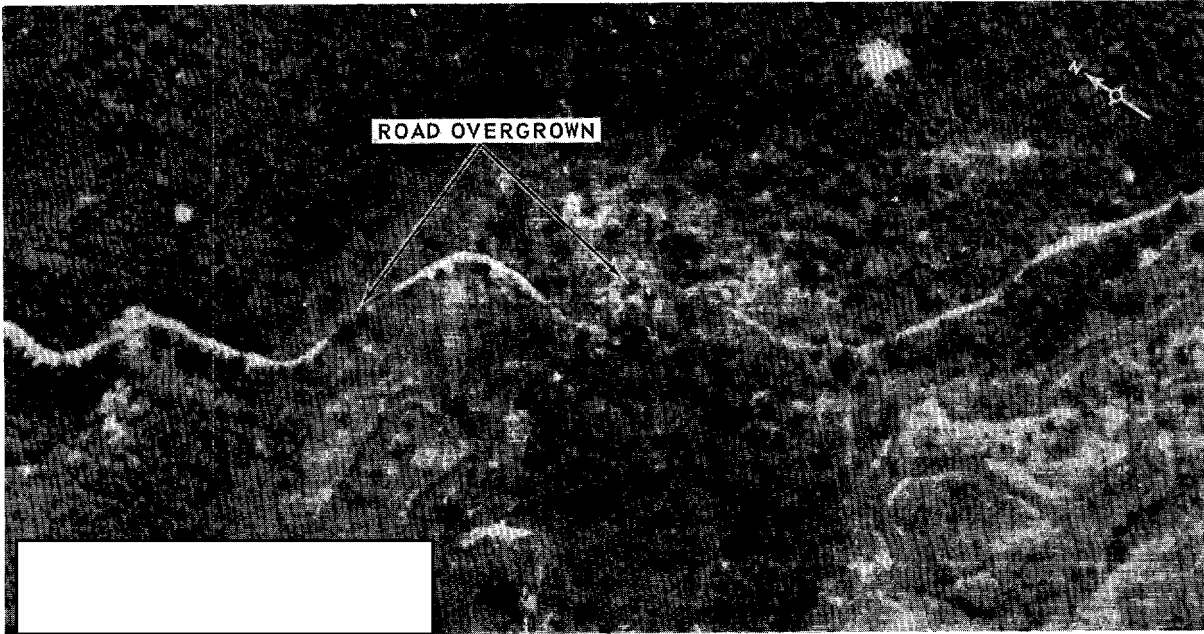
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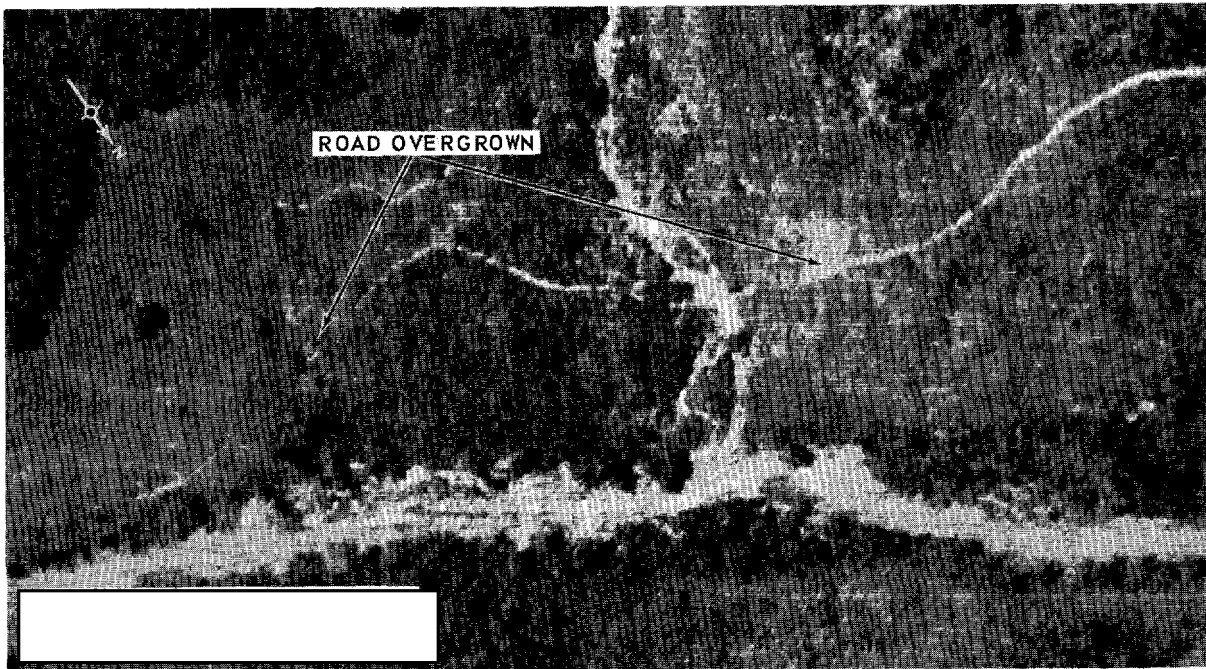
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FIGURE 7. ROAD CONDITIONS (15-28N 106-56E), ROUTE 96, LAOS



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FIGURE 8. ROAD CONDITIONS (15-04N 107-10E), ROUTE 96, LAOS

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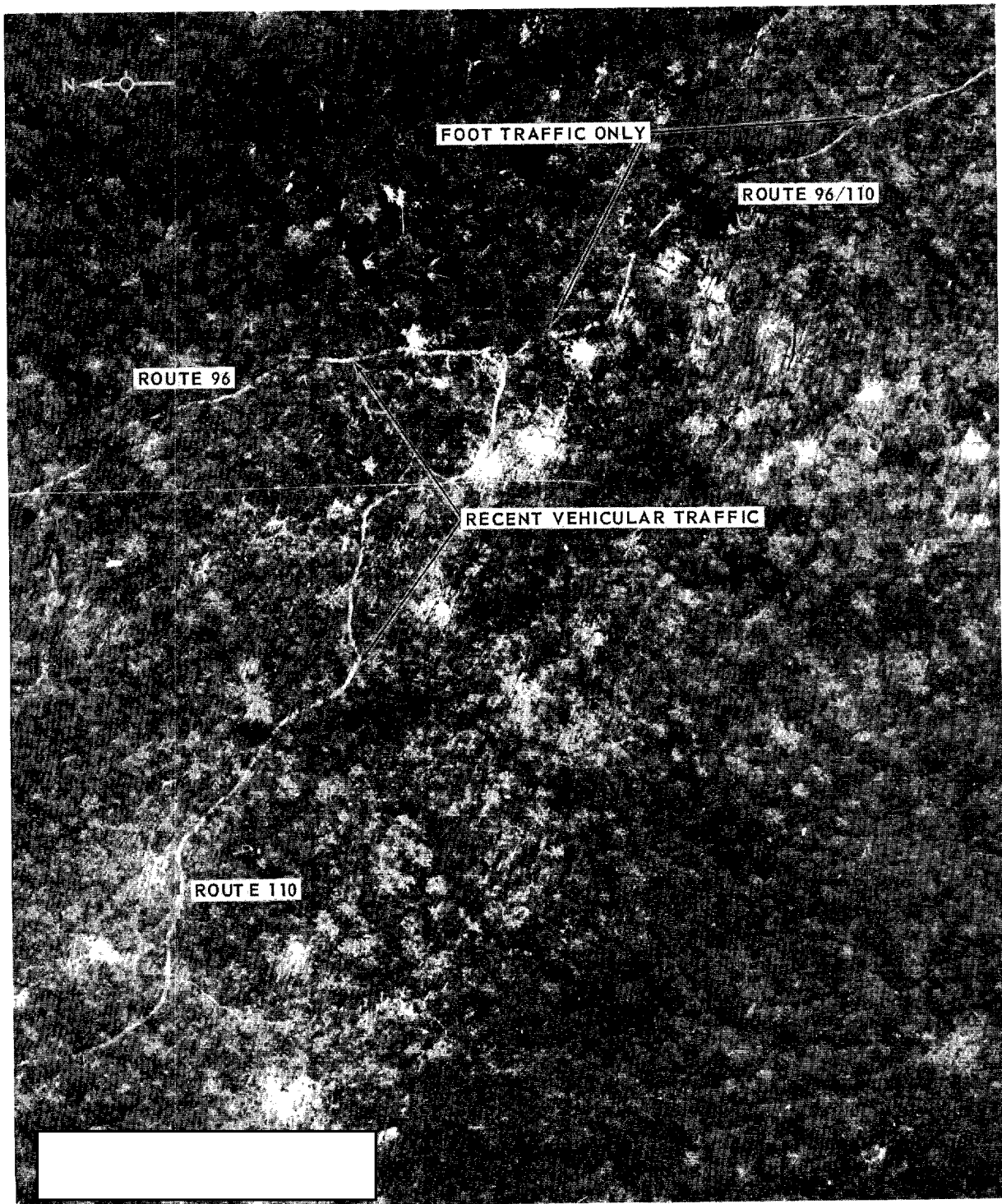
FIGURE 9. ROAD CONDITIONS, ROUTE 96, LAOS.

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NPIC L-5879 (10/66)

FIGURE 10. ROAD CONDITIONS, JUNCTION OF ROUTES 96, 110, AND 96/110, LAOS

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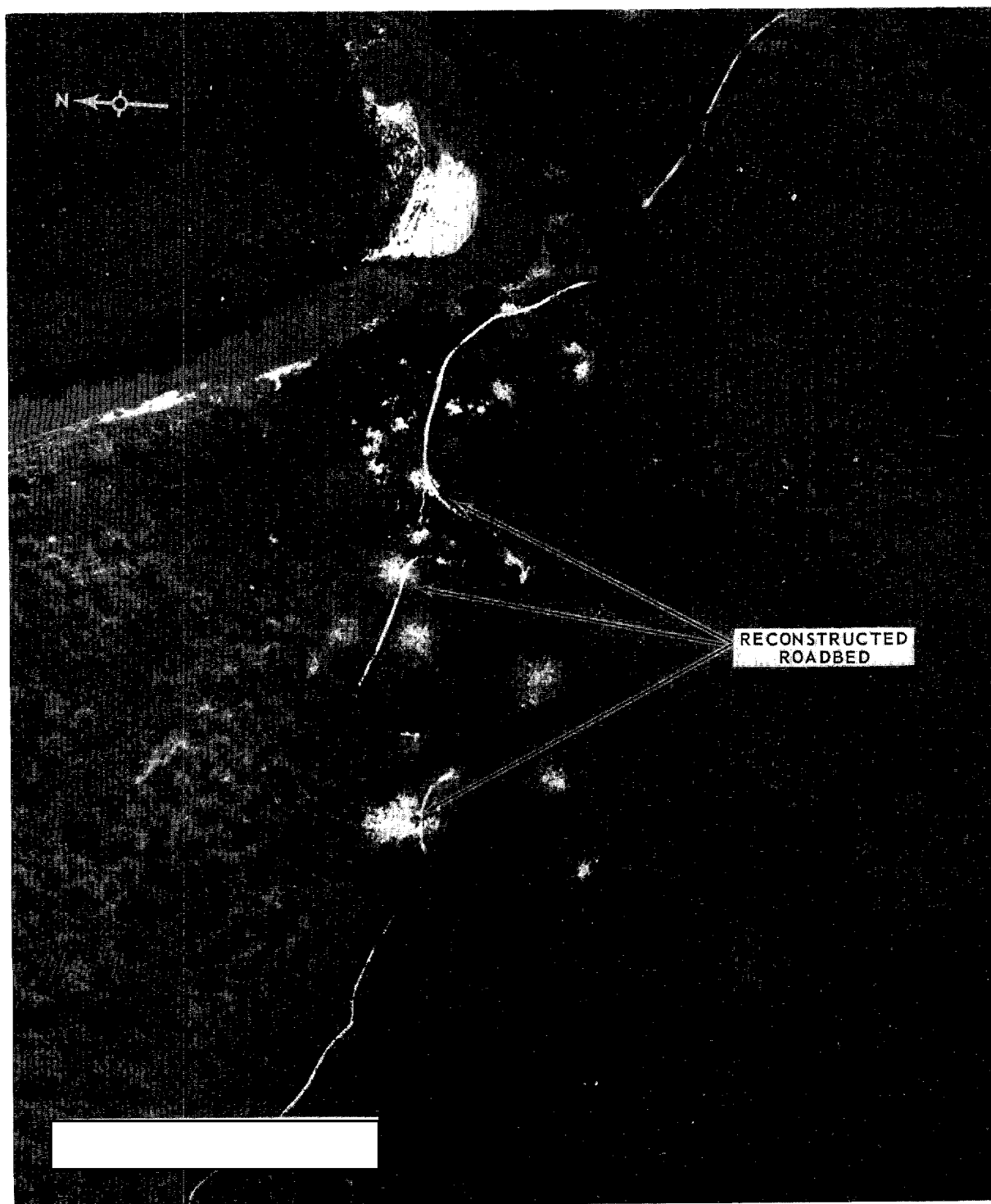
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FIGURE 11. ROAD REPAIR, ROUTE 110, LAOS

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SPECIAL PHOTOGRAPHIC SUPPLEMENT: Cable Bridges in North Vietnam, South Vietnam, and Laos

A total of 39 cable bridges, both vehicular and railroad, have been observed by NPIC in North Vietnam, South Vietnam, and Laos. Twenty-four cable bridges were reported in Summary 17 (NPIC/R-303/66); the remaining 15 bridges have been identified subsequent to that report. The previously reported bridges are briefly indicated by geographic location; associated bridge name, where applicable; status change, if any; and reference report. Following this list, the new bridges are discussed in detail.

25X1A 1. 21-48N 103-18E (UTM UK249117); Ban Pa Huone Highway Bridge over the Nam Meuk [REDACTED]; North Vietnam Route 6; no change (Summary 17, Figure 2).

2. 21-33N 103-16E (UTM UJ214843); Ban Pa Ang; North Vietnam Route 19; six cables identified (Summary 17, Figure 3).

25X1A 3. 21-27N 103-04E (UTM UJ000747); Ban Na Ngam Highway Bridge Southwest 2 over the Nam Phan [REDACTED]; North Vietnam Route 19; no change (Summary 17, Figure 4).

25X1A 4. 21-31N 103-20E (UTM UJ278804); Ban Bung Highway Bridge over the Nam Co [REDACTED]; North Vietnam Route 19; six cables identified (Summary 17, Figure 5).

25X1A 5. 21-31N 103-21E (UTM UJ304804); Ban Bung Highway Bridge over the Nam Nua [REDACTED]; North Vietnam Route 19; no change (Summary 17, Figure 6).

25X1A 6. 21-34N 103-23E (UTM UJ333861); Tuan Giao Highway Bridge over the Nam Chua [REDACTED]; North Vietnam Route 19; decking constructed, approaches unserviceable (Summary 17, Figure 7).

25X1A 7. 21-02N 104-19E (UTM VJ333259); Ban Nghe Highway Bridge over the Nam Vat [REDACTED]; North Vietnam Route 6; ford inactive, probably serviceable (Summary 17, Figure 8).

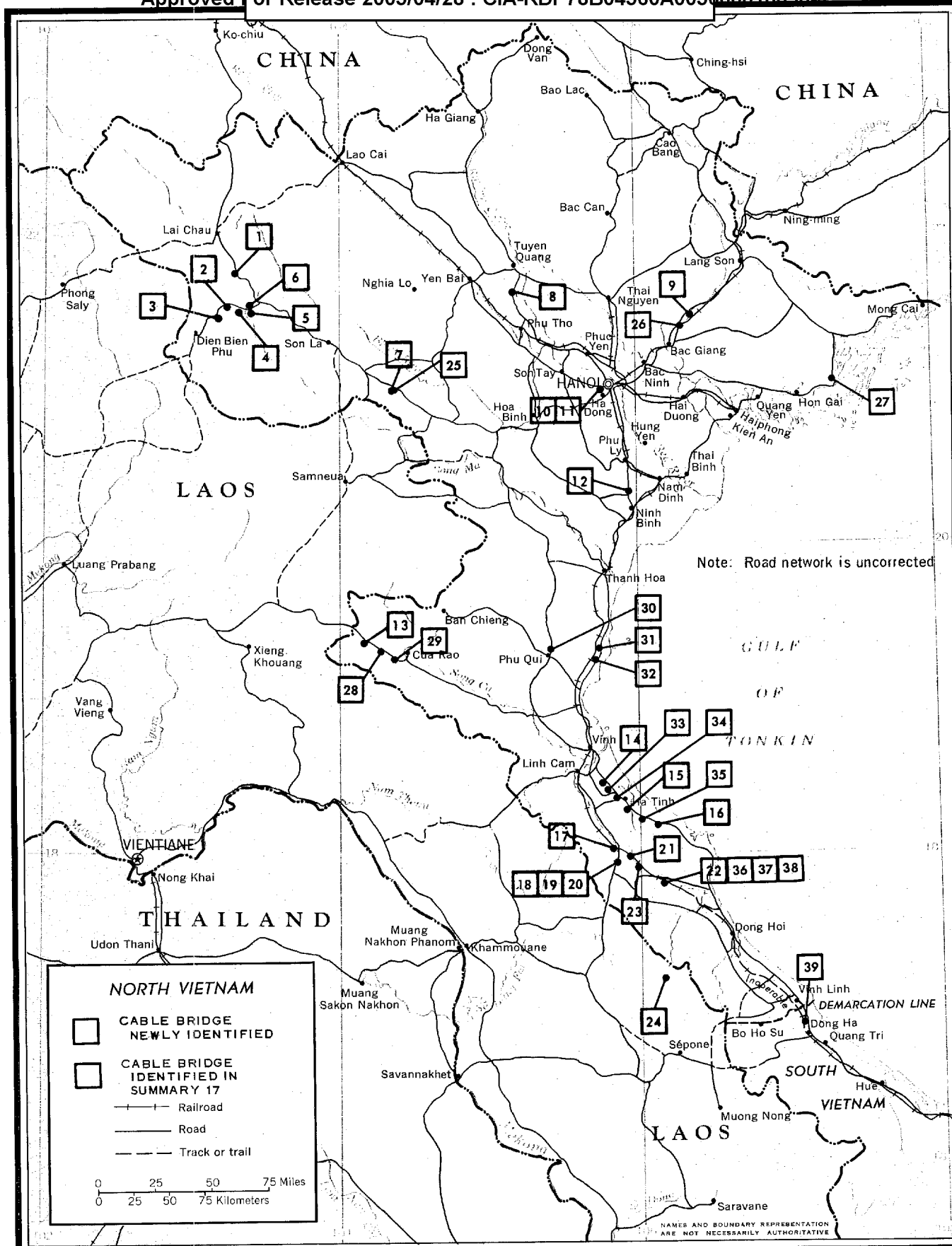
25X1A 8. 21-38N 105-11E (UTM WJ196934); Phu Doan Highway Bridge over the Song Chay [REDACTED]; North Vietnam Route 2; no change (Summary 13, Figure 1).

9. 21-30N 106-21E (UTM XJ399782); Lang Met Highway Bridge over the

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Song Thuong Tributary [redacted]; North Vietnam Route 1A; no change (Summary 17).

10. 21-02N 105-45E (UTM WJ792261); over canal, 5 nm west of Ha Noi; no change (Summary 17, Figure 9).

11. 21-01N 105-45E (UTM WJ792256); over canal, 5 nm west of Ha Noi; no change (Summary 17, Figure 10).

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12. 20-21N 105-55E (UTM WH966515); Tri Dong Highway Bridge over the Song Day [redacted]; North Vietnam Route 1A; no change (Summary 17).

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13. 19-24N 104-08E (UTM VGL03455); Muong Sen Highway Bridge Northeast over the Nam Mo [redacted]; North Vietnam Route 7; no change (Summary 17, Figure 11).

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14. 18-27N 105-46E (UTM WF822406); Tho Son Highway Bridge over the Song Nghen [redacted]; North Vietnam Route 1A; no change (Summary 17, Figure 12).

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15. 18-19N 105-55E (UTM WF968255); Phat Nao Highway Bridge Northwest over the Song Nai [redacted]; North Vietnam Route 1A; no change (Summary 17, Figure 13).

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16. 18-12N 106-07E (UTM XF181135); Tu Dung Highway Bridge over the Song Rac [redacted]; North Vietnam Route 1A; four cables identified, probable winch anchorages under construction (Summary 17).

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17. 18-09N 105-43E (UTM WF759086); Dong Bai Railroad Bridge North over the Song Thien [redacted]; Vinh/Dong Hoi Rail Line; serviceable (Summary 15, Figure 10; Summary 20, Figures 4 and 5).

18. 17-57N 105-48E (UTM WE859859); Xom Ca Trang; North Vietnam Route 15 by-pass; four camouflaged piers/A-frames, approaches in late stage of construction (Summary 17).

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19. 17-57N 105-48E (UTM WE861859); Xom Ca Trang Highway Bridge over the Nam Quat [redacted]; North Vietnam Route 15; unserviceable due to air strikes (Summary 17).

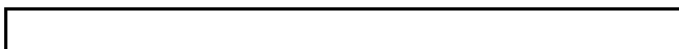
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20. 17-57N 105-48E (UTM WE864855); Xom Ca Trang Highway Bridge over the Rao Cai [redacted]; North Vietnam Route 15; unserviceable due to air strikes (Summary 17).

21. 17-58N 105-55E (UTM WE986877); Xom Khe Railroad Bridge over the

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25X1A Khe Net [REDACTED]; Vinh/Dong Hoi Rail Line; being reconstructed after air strikes (Summary 17, Figure 15; Summary 21, Figure 13).

25X1A 22. 17-57N 105-57E (UTM XE020848); Kim Lu Xa Railroad Bridge over the Khe Danh [REDACTED]; Vinh/Dong Hoi Rail Line; no change (Summary 17, Figure 16).

25X1A 23. 17-54N 106-00E (UTM XE065800); Thuong Phong Trang Railroad Bridge over the Rao Nay [REDACTED]; Vinh/Dong Hoi Rail Line; no change (Summary 17, Figure 17; Summary 21, Figure 14).

24. 17-12N 106-09E (UTM XE231026); Laos Route 912; no change (Summary 17, Figure 18).

25. A cable bridge, possibly vehicular, has been constructed on North Vietnam Route 6 at 21-02N 104-21E (UTM VJ333259) near Ban Ta Vay. The approaches are not yet complete (Figure 12).

26. A vehicular cable bridge is under construction immediately east of an active ferry crossing on a North Vietnam Route 1A by-pass at 21-26N 106-17E (UTM XJ333722). Cables have been strung, but the approaches are apparently not complete (Figure 13).

27. A vehicular cable bridge is under construction on North Vietnam Route 18 at 21-07N 107-21E (UTM YJ440373), immediately east of the destroyed Ha Chanh Highway Bridge Over Stream [REDACTED]. Cables have been strung and the approaches are being prepared (Figure 14). An active by-pass of the destroyed bridge permits fording upstream at UTM YJ429380.

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28. Possible cable anchorages are under construction at the destroyed Ban Ca Nan Highway Bridge North Over Stream [REDACTED] at 19-21N 104-15E (UTM VG250383) on North Vietnam Route 7. A serviceable ford is immediately northeast (Figure 15).

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25X1A 29. A suspect cable bridge is under construction on North Vietnam Route 7 at the destroyed Khe Kien Highway Bridge West over the Nam Kien [REDACTED] at 19-16N 104-21E (UTM VG325308), where unidentified clearing activity is observed in the vicinity of the west abutment (Figure 16). An active ford is immediately north and two wooden bridges are located on an upstream by-pass.

30. A vehicular cable bridge is under construction on North Vietnam Route 15 at 19-20N 105-26E (UTM WG457377). At least four cables have been strung and the approaches are under construction.

31. A vehicular cable bridge is located on North Vietnam Route 1A

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[redacted]  
at the destroyed Son Chau Highway Bridge South Over Stream [redacted]  
[redacted] at 19-19N 105-43E (UTM WC763371). Cables have been strung, but the approach roads show no evidence of vehicular traffic (Figure 17). A by-pass immediately east is being reconstructed.

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32. A vehicular cable bridge is possibly complete on North Vietnam Route 1A at the destroyed Thien Ki Highway Bridge over the Song Hoang Mai [redacted] at 19-14N 105-42E (UTM WG742273). The northeast approach has not been reconstructed and is unserviceable (Figure 18). Two ferry crossings are located north of the destroyed bridge.

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33. Cable anchorages are under construction on North Vietnam Route 1A at the destroyed Xom Gia Highway Bridge over the Song Gia [redacted] at 18-25N 105-48E (UTM WF853364). Two ferry landings are located immediately northwest (Figure 19).

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34. Cable anchorages are under construction on North Vietnam Route 1A at the destroyed Ha Tinh Highway Bridge West over the Song Chau Lam (BE No [redacted] at 18-21N 105-52E (UTM WF921304). Cables have probably been strung (Summary 18, Figure 2).

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35. A vehicular cable bridge is under construction on North Vietnam Route 1A at the destroyed Tho Ngoa Highway Bridge Over Stream [redacted] at 18-14N 106-01E (UTM XF076168). Cables have been strung and the anchorages are partially covered (Figure 20).

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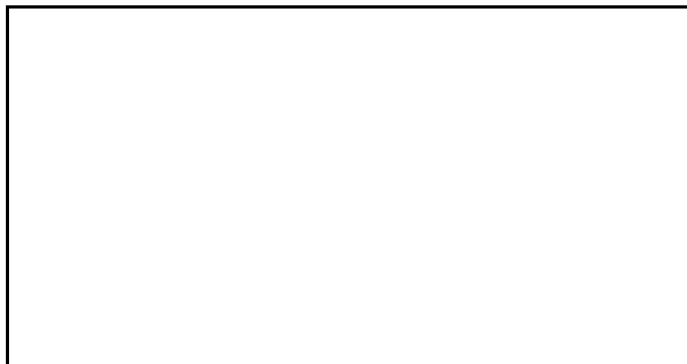
36 and 37. Two small railroad cable bridges are under construction on the Vinh/Dong Hoi Rail Line, north of the main cable bridge under construction at Thuong Phong Trang (Number 23) at 17-54N 106-00E (UTM XE066804 and XE066801).

38. A railroad cable bridge was constructed on the Vinh/Dong Hoi Rail Line, south of Thuong Phong Trang at 17-53N 106-00E (UTM XE078786). The track was removed upon completion (Summary 23, Figure 1), and the bridge was subsequently destroyed by air strikes.

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39. A vehicular cable bridge has been constructed on South Vietnam Route 1 at 16-52N 107-05E (UTM YD223660), 3 nm north of Dong Ha. At least four cables were observed on photography of [redacted] (Summary 20, Figure 4).

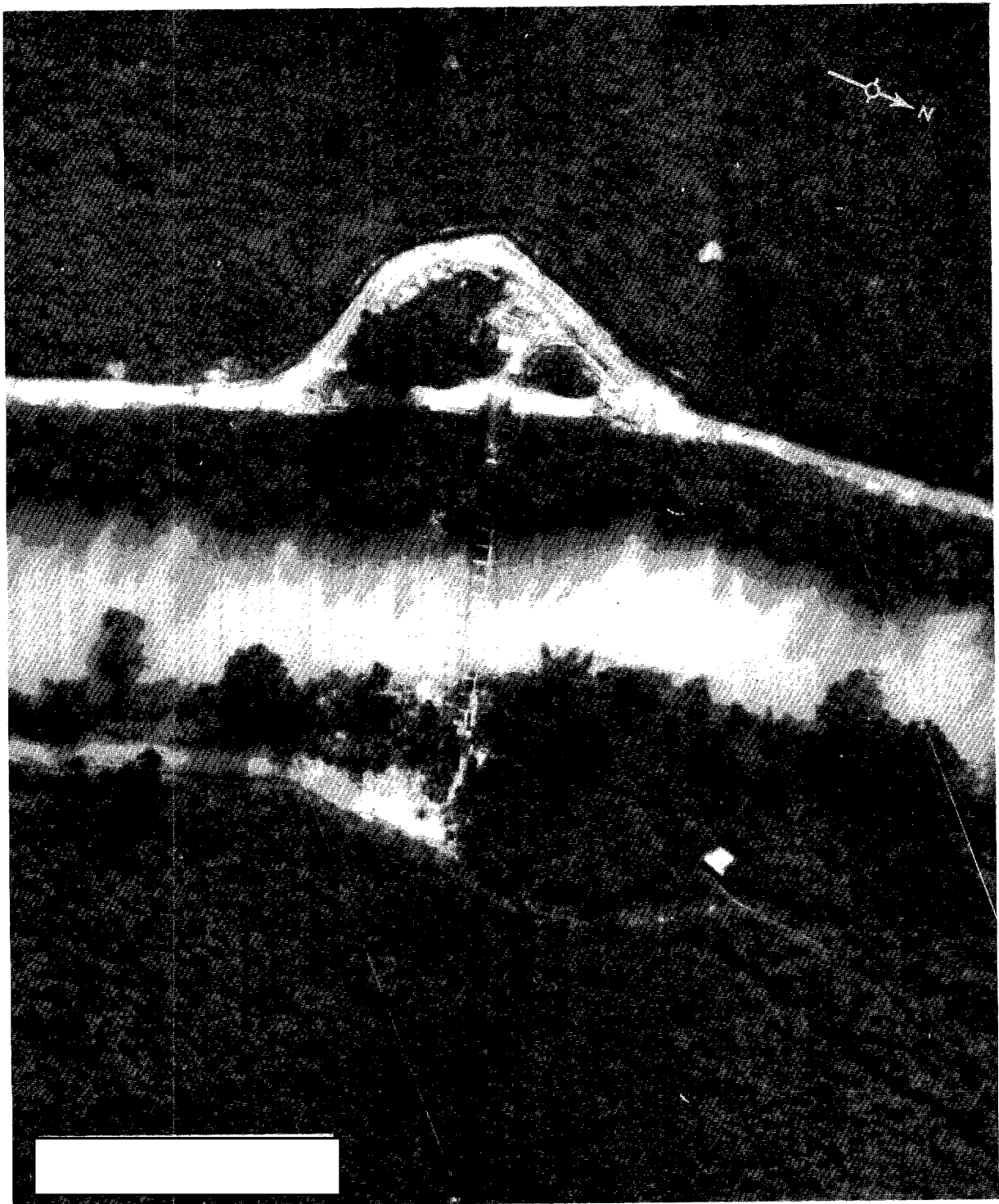
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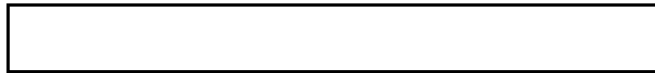
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FIGURE 12. POSSIBLY VEHICULAR CABLE BRIDGE UNDER CONSTRUCTION, ROUTE 6, NORTH VIETNAM

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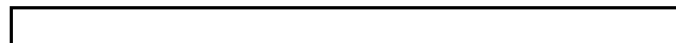


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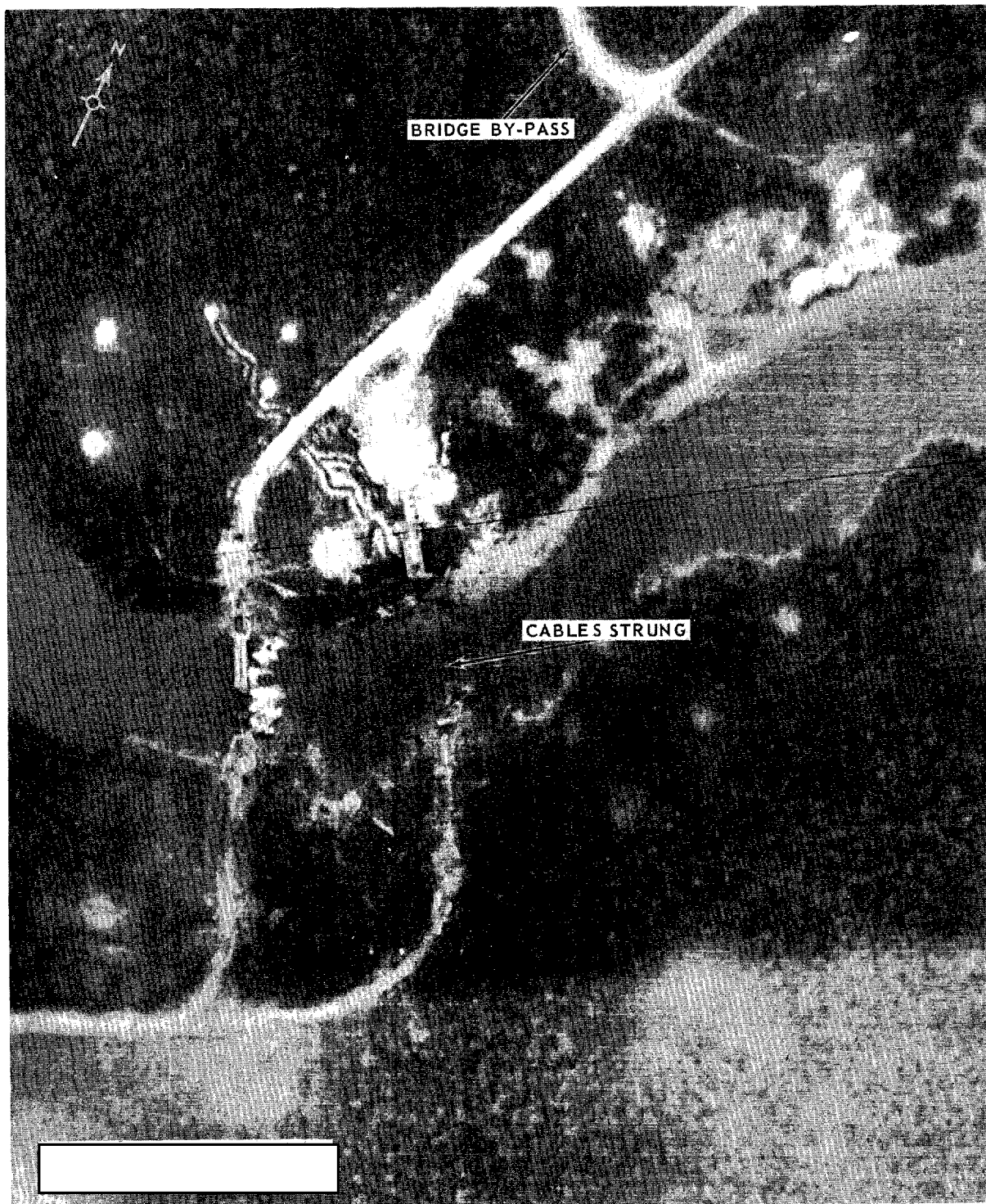
FIGURE 13. VEHICULAR CABLE BRIDGE, ROUTE 1A, NORTH VIETNAM

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NPIC L-5884 (10/66)

FIGURE 14. VEHICULAR CABLE BRIDGE UNDER CONSTRUCTION, ROUTE 18, NORTH VIETNAM

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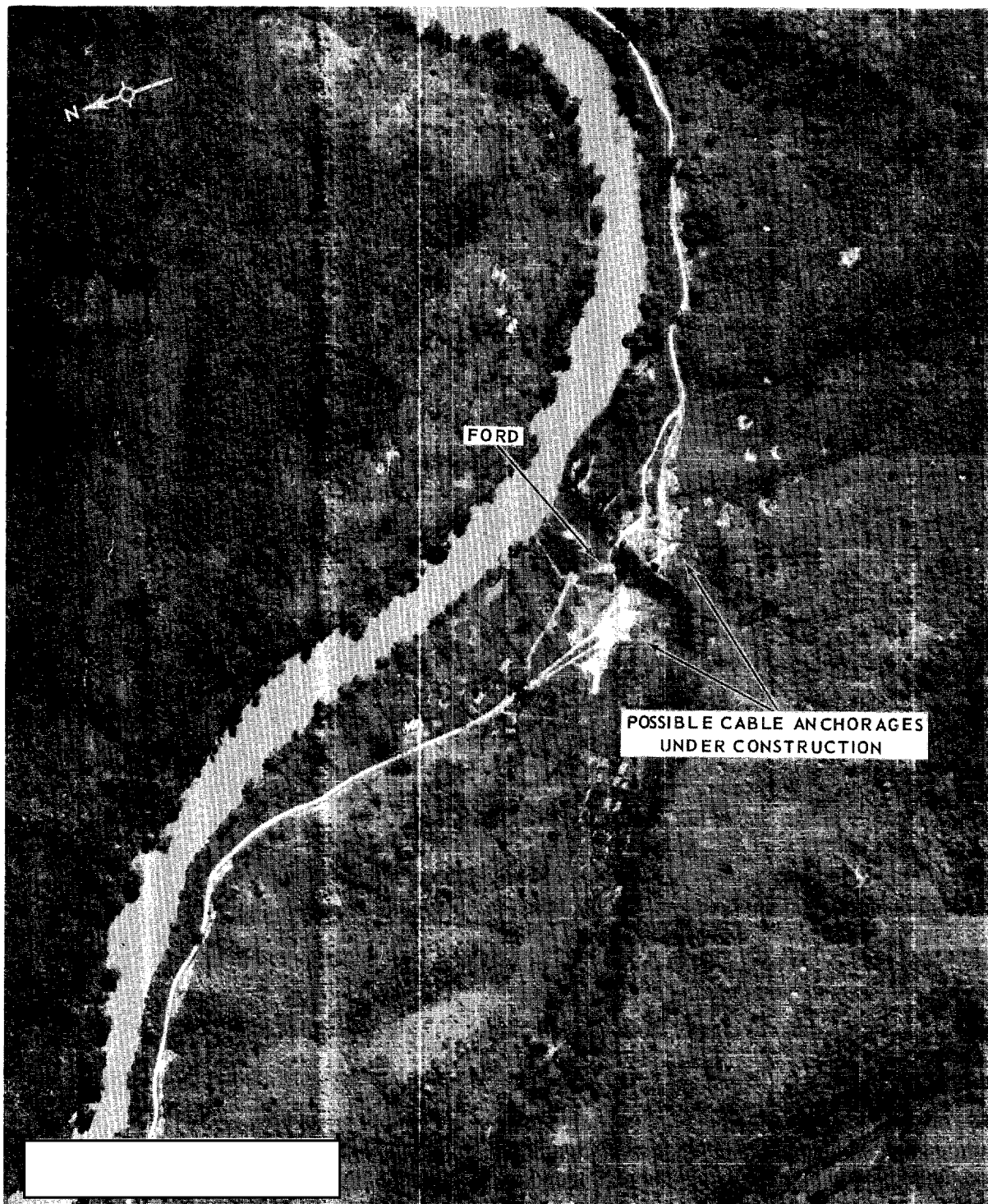


FIGURE 15. POSSIBLE CABLE BRIDGE UNDER CONSTRUCTION, ROUTE 7, NORTH VIETNAM

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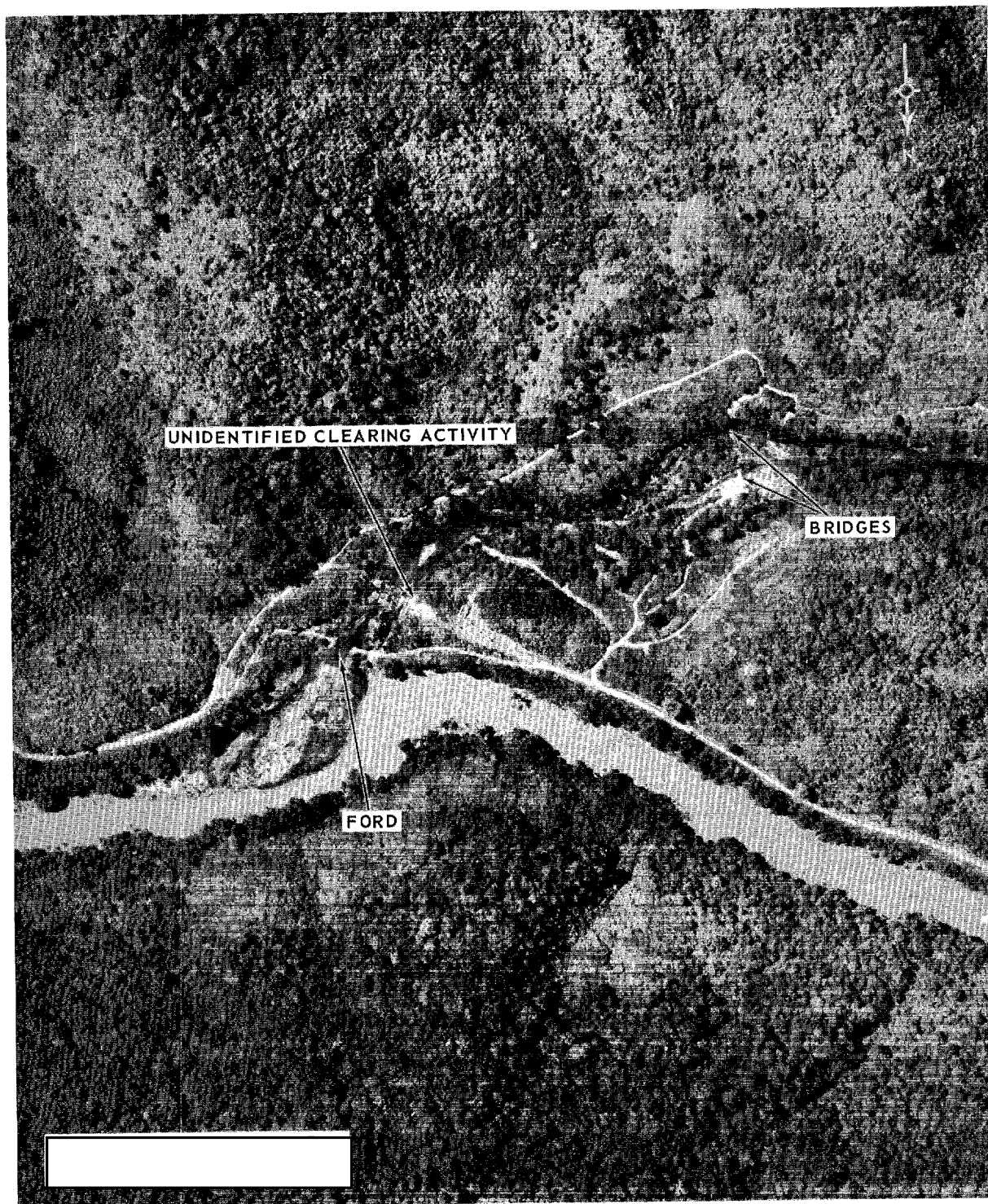
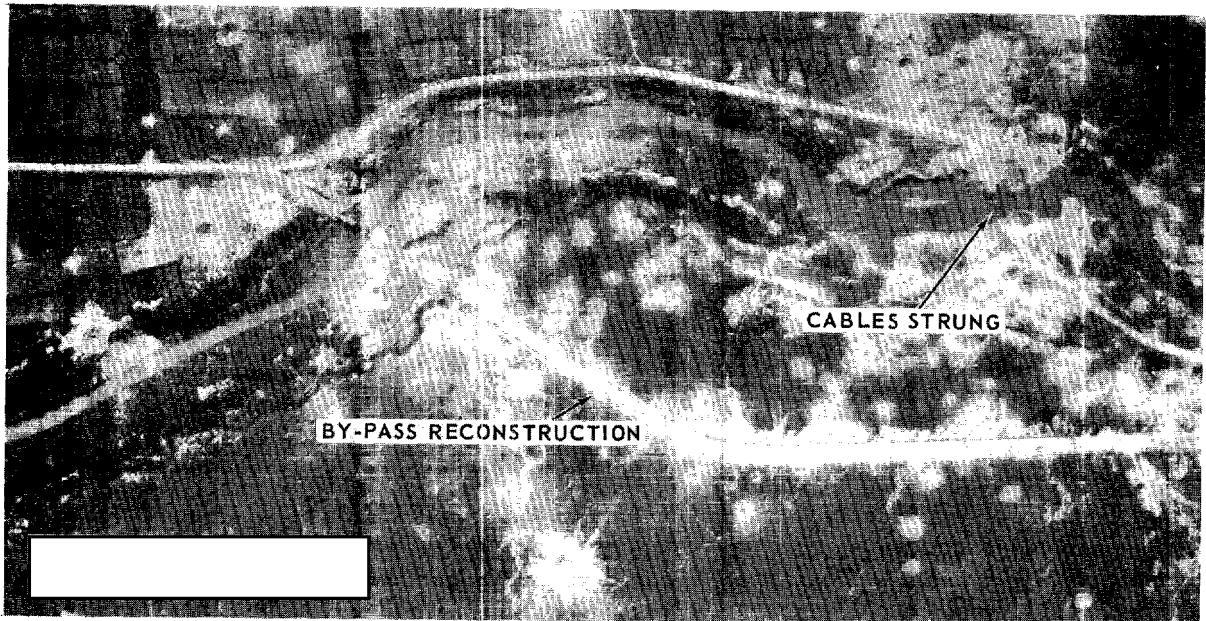


FIGURE 16. SUSPECT CABLE BRIDGE UNDER CONSTRUCTION, ROUTE 7, NORTH VIETNAM

25X1C

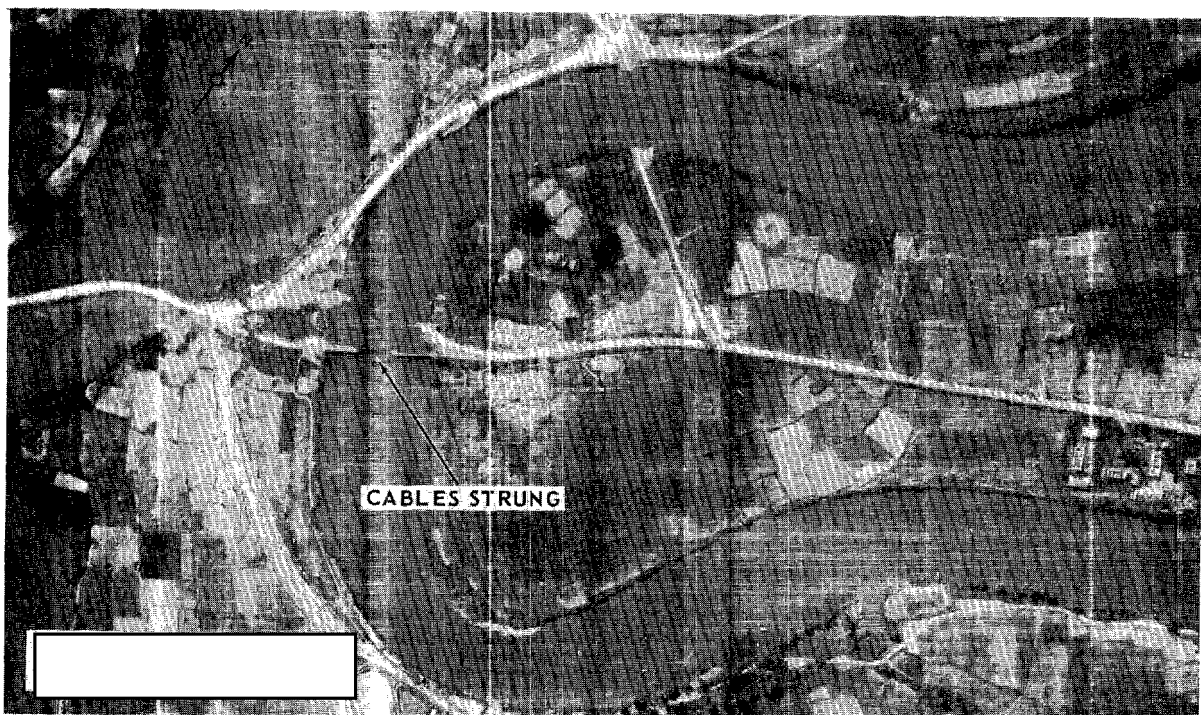
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25X1C



NPIC L-5896 (10/66)

FIGURE 17. VEHICULAR CABLE BRIDGE, ROUTE 1A, NORTH VIETNAM



NPIC L-5887 (10/66)

FIGURE 18. VEHICULAR CABLE BRIDGE, ROUTE 1A, NORTH VIETNAM

25X1C

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25X1C



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FIGURE 19. VEHICULAR CABLE BRIDGE UNDER CONSTRUCTION, ROUTE 1A, NORTH VIETNAM

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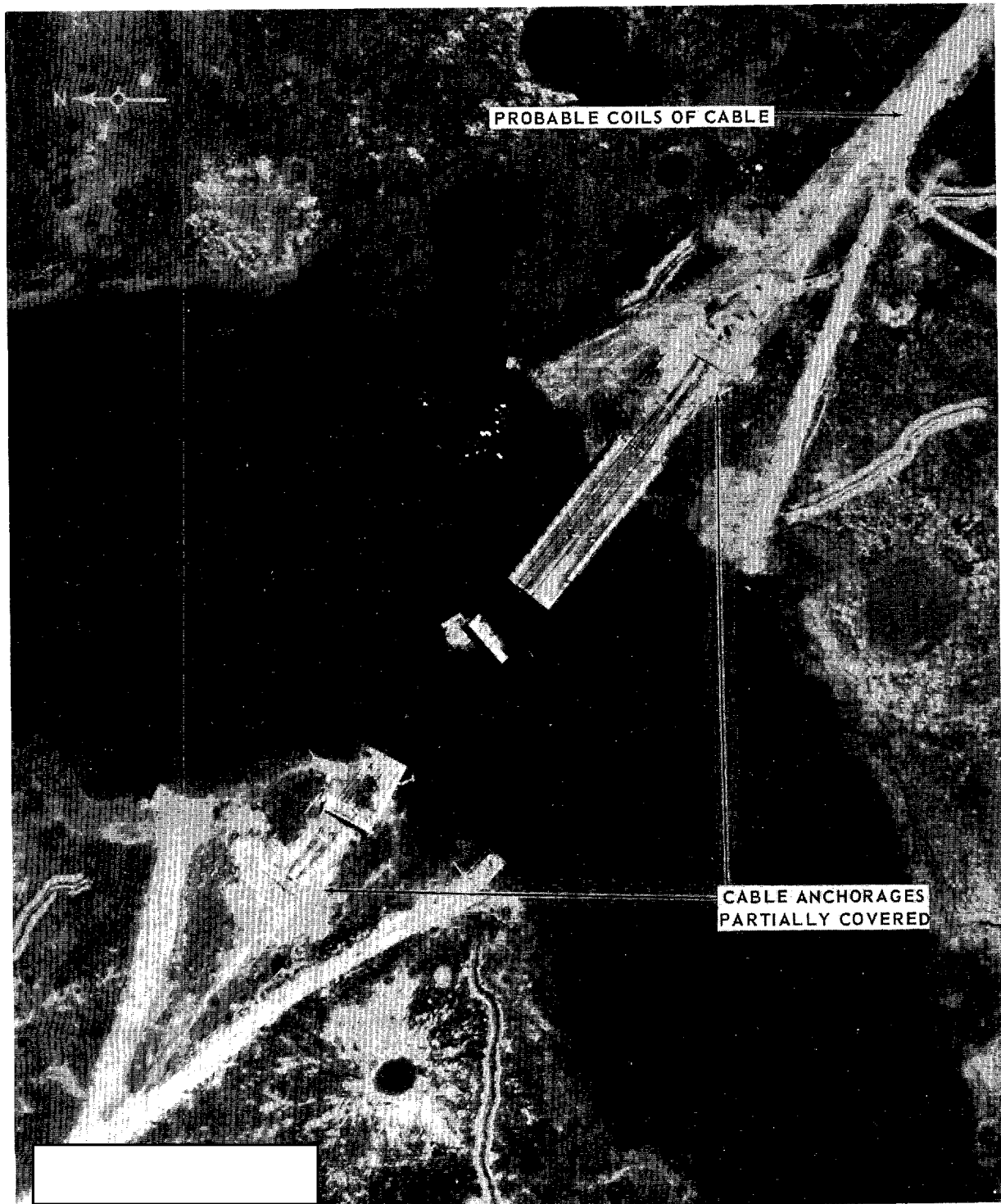
25X1C

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25X1C



25X1D

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FIGURE 20. VEHICULAR CABLE BRIDGE UNDER CONSTRUCTION, ROUTE 1A, NORTH VIETNAM

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